

Title 14
TRANSPORTATION CONCURRENCY MANANGEMENT

1 SECTION 1. Ordinance 14050, Section 8, as amended, and K.C.C.

2 14.70.210 are each hereby amended to read as follows:

3 **Definitions.** The definitions in this section apply throughout this chapter
4 unless the context clearly requires otherwise.

5 A. "Applicant" means a person, partnership, corporation or other legal
6 entity who applies to the department for a certificate of transportation
7 concurrency.

8 B. "Average travel speed" means the average speed in miles per hour of a
9 vehicle over a certain length of road.

10 C. "Capital improvement program" or "CIP" means the expenditures and
11 revenues programmed by King County for capital purposes for road
12 improvements over the next six-year period in the adopted CIP currently in effect.

13 ((C.1.)) D.1. "Certificate of concurrency" means the document issued by
14 the department indicating:

15 a. the location of the property on which the development is proposed;

16 b. the number of development units and specific uses that were tested
17 for concurrency and approved;

18 c. the type of development approval for which the certificate of
19 concurrency is issued;

20 d. an effective date; and

21 e. an expiration date.

22 2. Certificates may be conditional (~~((or unconditional))~~) only for
23 nonresidential developments.

24 (~~((D:))~~) E. "Committed network" means the road system for measuring
25 concurrency, which includes all existing transportation facilities and also includes
26 proposed transportation facilities that are fully funded for construction in the
27 adopted CIP or for which voluntary financial commitments have been secured.
28 Fully funded projects to be provided by the state, cities or other jurisdictions may
29 become part of the committed network.

30 (~~((E:))~~) F. "Concurrency" means transportation facilities are in place at the
31 time of development or that a financial commitment is in place to complete within
32 six years the improvements needed to maintain the county level of service
33 standards, according to RCW 36.70A.070(6).

34 (~~((F:))~~) G. "Concurrency map" means the map displaying in color the
35 concurrency status of each concurrency zone for residential land uses(~~((:))~~) based
36 upon the traffic model. The map consists of three colors, which are green, yellow
37 and red, that signify level of service status as designated under K.C.C.
38 14.70.230.C.

39 (~~((G:))~~) H. "Concurrency status" means whether or not a concurrency zone
40 meets the TAM and (~~((critical segment))~~) travel time standards adopted in this
41 chapter.

42 (~~((H:))~~) I. "Concurrency test" means determining if a proposed
43 development complies with the adopted level of service standard of the
44 concurrency zone in which the proposed development is located.

45 ((F)) J. "Concurrency zone" means one of the zones depicted in the
46 adopted concurrency map.

47 ((F)) K. "Critical segment" means the one-direction lane or lanes of a
48 portion of a monitored corridor within the committed network with an average
49 ~~((weighted volume to capacity ratio of 1.1 or more))~~ travel speed of level of
50 service E for the Urban Area and designated Rural Towns and level of service B
51 for the Rural Area during the peak period, and that carries more than thirty
52 percent of the one-way peak period vehicle trips from a proposed development,
53 for nonresidential development((;)) or from a concurrency zone, for residential
54 development. The portion of a roadway comprising a segment may be several
55 connected roadway links, as used in the traffic model.

56 ((K)) L. "Department" means the King County department of
57 transportation or its successor agency.

58 ((L)) M. "Development" means specified changes in use designed or
59 intended to permit a use of land that will contain more dwelling units or buildings
60 than the existing use of the land, or to otherwise change the use of the land or
61 buildings or improvements on the land in a manner that increases the amount of
62 vehicle traffic generated by the existing use of the land, and that requires a
63 development permit from King County. This definition does not pertain to the
64 rezoning of land or a grading permit.

65 ((M)) N. "Development application" means the request made to the
66 department of development and environmental services, or its successor agency.

67 for ~~((the department of development and environmental services's))~~ approval of a
68 development.

69 ~~((N:))~~ O. "Development approval" means an order, permit or other official
70 action of the department of development and environmental services or its
71 successor agency granting, or granting with conditions, an application for
72 development.

73 ~~((O:))~~ P. "Development units" means the number of dwelling units for
74 residential development and square feet for nonresidential development.

75 ~~((P:))~~ Q. "Financial commitment" consists of:

76 1. Revenue designated in the adopted CIP. The adopted CIP identifies
77 all applicable and available revenue sources and forecasts these revenues through
78 the six-year period with reasonable assurance that the funds will be timely put to
79 those ends. Projects to be used in defining the committed network are fully
80 funded for construction in the six years of the CIP. This commitment is reviewed
81 through the annual budget process; or

82 2. Revenue that is assured by an applicant in a form approved by the
83 county in a voluntary agreement.

84 ~~((Q:))~~ R. "HOV" means high occupancy vehicle.

85 ~~((R:))~~ S. "Level of service standard" means the TAM and travel time
86 standards that are adopted in the Comprehensive Plan and ~~((the critical segment~~
87 ~~standards in the))~~ in this chapter.

88 ~~((S:))~~ T. "Link" means the one direction lane or lanes of a roadway
89 between two adjacent consecutive points along that roadway, as used in the traffic

90 model. The consecutive points determining the length of a link may be based on
91 such roadway and geographical characteristics as roadway alignment and
92 intersection location.

93 ~~((F.))~~ U. "Monitored corridor" means a principal or minor arterial
94 considered by the department to be important to traffic circulation in the county
95 and may consist of two or more connected segments. The monitored corridors are
96 established and listed in Attachment C to Ordinance 14580. Monitored corridors
97 in a city shall be based upon interlocal agreement between the county and that
98 city.

99 ~~((U.))~~ V. "Monitored zones" means those zones that are within ten percent
100 of exceeding the adopted TAM or ~~((critical segment))~~ travel time level of service
101 standards.

102 ~~((V.))~~ W. "Peak period" means the one-hour weekday afternoon period
103 during which the greatest volume of traffic uses the road system. For concurrency
104 purposes, this period shall be in the afternoon of a typical weekday.

105 ~~((W.))~~ X. "Reservation and reserve" means development units are set
106 aside in the department's traffic model in a manner that assigns the units to the
107 concurrency zone and prevents the same units from being assigned to any other
108 development once the traffic model is updated.

109 ~~((X.))~~ Y. "Road classification" means the classification of roadways as
110 determined by the county based on the function and design of a specific road.

111 Z. "Segment" means a portion of a monitored corridor between major
112 intersections or roadway configuration changes such as changes in the number of

113 lanes. A segment may consist of several connected links as used in the traffic
114 model.

115 ~~((Y.))~~ AA. "Traffic model" means the computer program and data that is
116 used to forecast traffic volumes and that is calibrated to Federal Highway
117 Administration (FHWA) standards. The model ~~((shall be))~~ is used to prepare the
118 concurrency map for proposed residential developments and to conduct site
119 specific analysis for proposed nonresidential developments. The model
120 documentation is available from the department.

121 ~~((Z.))~~ BB. "Transportation adequacy measure" or "TAM" means the
122 average weighted volume-to capacity ratio for all traffic in the p.m. peak hour for
123 a concurrency zone or nonresidential development.

124 ~~((AA.))~~ CC. "Transportation facilities" means principal, minor and
125 collector arterial roads, state highways and high occupancy vehicle facilities.
126 Transportation facilities include any such a facility owned, operated or
127 administered by the state of Washington and its political subdivisions, including
128 the county and cities.

129 ~~((BB. "Transportation service area" means the areas of unincorporated
130 King County so designated in the Comprehensive Plan.))~~

131 DD. "Travel time" means the time it takes a vehicle to travel from one
132 specified point to another.

133 EE. "Travel time standard" means the level of service standard used to
134 judge the performance of monitored corridors and critical road segments within

135 the corridors. The level of service standard is identified by ranges of average
136 travel speed by road classification.

137 SECTION 2. Ordinance 14050, Section 9, as amended, and K.C.C.

138 14.70.220 are each hereby amended to read as follows:

139 **Transportation adequacy measure and ~~((critical segment))~~ travel time**
140 **standards.**

141 A. Concurrency shall be determined by the application of TAM and
142 ~~((critical segment))~~ travel time standards to ~~((all))~~ proposed nonresidential
143 developments and concurrency zones for proposed residential developments
144 within unincorporated King County, except for those developments that are
145 exempt from concurrency under K.C.C. 14.70.280.

146 B. The TAM calculation for a concurrency zone or nonresidential
147 development shows the adequacy of the committed network relative to the
148 adopted level of service. Projects to be provided by the state, cities or other
149 jurisdictions may become part of the committed network upon decision of the
150 director. A volume-to-capacity ratio is the measure used for TAM evaluation
151 with one standard for the Urban Area and another standard for the Rural Area.
152 The ~~((following are the))~~ TAM ~~((standards))~~ standard for ~~((each transportation~~
153 ~~service area))~~ the Urban Area and designated Rural Towns is level of service E, or
154 0.99 volume-to-capacity ratio, and the standard for the Rural Area is level of
155 service B, or 0.69 volume to capacity ratio, as adopted in the King County
156 Comprehensive Plan Policy ~~((T-209))~~ T-208.

157 ~~((Transportation Service Area~~ ~~Maximum Averaged~~ ~~Average~~

158 ~~TAM~~

159 ~~V/C Zonal Score~~

160 ~~Standard~~

161 ~~Transportation Service Area 1~~ ~~0.99~~

162 ~~E~~

163 ~~Transportation Service Area 2~~ ~~0.99~~

164 ~~E~~

165 ~~Transportation Service Area 3~~ ~~0.89~~

166 ~~D~~

167 ~~Transportation Service Area 4~~ ~~0.79~~

168 ~~C~~

169 ~~Transportation Service Area 5~~ ~~0.69~~

170 ~~B~~

171 ~~The TAM standard for Transportation Service Area 3 shall be applied to~~
 172 ~~development requests in Transportation Service Area 4 if public sewer and water~~
 173 ~~services are available at the time of concurrency application, as evidenced by~~
 174 ~~water and sewer availability certificates satisfactory to the department. If an~~
 175 ~~applicant presents water and sewer certificates satisfactory to the department, the~~
 176 ~~applicant's proposed development shall be reevaluated based on a TSA 3~~
 177 ~~threshold.))~~

178 C.1. The ~~((critical segment))~~ travel time standard shall apply to the
 179 monitored corridors listed in Attachment C to Ordinance 14580. ~~((A critical~~

180 ~~segment is the one direction lane or lanes of a portion of a monitored corridor~~
181 ~~within the committed network with an average weighted volume to capacity ratio~~
182 ~~of 1.1 or more during the peak period that carries more than thirty percent of the~~
183 ~~one-way peak period vehicle trips from a proposed development, for~~
184 ~~nonresidential development, [or from a concurrency zone, for residential~~
185 ~~development. The portion of a roadway comprising a segment may be several~~
186 ~~connected roadway links, as used in the traffic model]. Critical segments)) The~~
187 ~~travel time standards are levels of service based on average travel speed in miles~~
188 ~~per hour, and the standards vary by road classification. The travel speed~~
189 ~~calculations measure the adequacy of critical segments within monitored~~
190 ~~corridors. The travel time standard for the Urban Area and designated Rural~~
191 ~~Towns is level of service E, and travel time standard for the Rural Area is level of~~
192 ~~service B. Travel time standards shall not apply to monitored corridors in~~
193 ~~((Transportation Service Areas 1 and 2)) Urban Areas~~ if HOV lanes and transit
194 service are available at the time of concurrency application or are expected to be
195 available within six years.

196 ((D. For monitored zones, the concurrency map includes a table,
197 Attachment B* to Ordinance 14580, that shows the estimated number of vehicle
198 trips that can be accommodated in a monitored zone. The department shall
199 monitor the certificates of concurrency issued in each monitored zone. The
200 department may approve applications for concurrency certificates, in whole or in
201 part, up to the number of vehicle trips estimated for a zone as indicated in the
202 table. The number of remaining trips in the table shall be reduced by the number

203 of peak hour trips represented in each residential and nonresidential concurrency
204 certificate issued in a monitored zone. When a monitored zone reaches its
205 estimated capacity for vehicle trips, the department shall hold all applications in
206 that zone until the council adopts a new concurrency map. If a new adopted
207 concurrency map indicates that more trips can be accommodated in the zone, the
208 department shall process those applications that were put on hold, in the order
209 received until the estimated vehicle trip capacity is once again reached, at which
210 point the department shall hold all applications in that zone as provided in this
211 subsection. If the new concurrency map indicates that the monitored zone is out of
212 compliance for adopted TAM or critical segment level of service standards then
213 applications that were put on hold shall be denied.))

2. The following table identifies the range of travel speeds for the travel time levels of service on monitored corridors and critical segments including the average travel speeds used for the standards level of service E and level of service B:

		<u>Road Levels of Service</u>			
<u>Road Classification</u>		<u>I</u>	<u>II</u>	<u>III</u>	<u>IV</u>
		<u>State</u>	<u>Principal</u>	<u>Minor</u>	<u>Collector</u>
		<u>Routes</u>	<u>Arterials</u>	Arterials	Arterials
<u>Level</u>	<u>of</u>	<u>Average Travel Speed (miles per hour)</u>			
<u>Service</u>					
<u>A</u>		<u>> 42</u>	<u>> 35</u>	<u>> 30</u>	<u>> 25</u>
<u>B</u>		<u>> 34 - 42</u>	<u>> 28 - 35</u>	<u>> 24 - 30</u>	<u>> 19 - 25</u>
<u>C</u>		<u>> 27 - 34</u>	<u>> 22 - 28</u>	<u>> 18 - 24</u>	<u>> 13 - 19</u>
<u>D</u>		<u>> 21 - 27</u>	<u>> 17 - 22</u>	<u>> 14 - 18</u>	<u>> 9 - 13</u>
<u>E</u>		<u>> 16 - 21</u>	<u>> 13 - 17</u>	<u>> 10 - 14</u>	<u>> 7 - 9</u>
<u>F</u>		<u><= 16</u>	<u><= 13</u>	<u><= 10</u>	<u><= 7</u>

SECTION 3. Ordinance 14050, Section 10, as amended, and K.C.C.

14.70.230 are each hereby amended to read as follows:

Concurrency test.

A. The department shall perform a concurrency test for each application for a certificate of concurrency to determine whether the proposed development satisfies the TAM and ((critical segment)) travel time standards.

237 B. The concurrency test shall be performed only for the proposed
238 development identified by the applicant on a completed concurrency application.
239 Changes to the proposed development that would create additional vehicle trips
240 shall be subject to an additional concurrency test.

241 C. When making a concurrency determination for a proposed residential
242 development, the department shall consult the concurrency map currently in
243 effect. The concurrency map displayed in Attachment A to this ordinance is
244 adopted as the official concurrency map for King County. The department shall
245 make a determination of concurrency according to the status indicated on the
246 adopted map for the concurrency zone in which the proposed residential
247 development is located ~~((in. For a proposed residential development in TSA 4~~
248 ~~where public sewer and water services are available, a concurrency certificate~~
249 ~~shall be issued if the zone complies with a TSA 3 standard. The concurrency map~~
250 ~~displayed in Attachment A to Ordinance 14580 is adopted as the official~~
251 ~~concurrency map for King County)).~~ On the concurrency map, if the zone color is
252 green it means the proposed residential development shall be given a certificate
253 because the concurrency zone is functioning within level of service standards.
254 The color yellow means the concurrency zone is close to exceeding the level of
255 service standards and there is a designated number of residential units that may be
256 given a certificate. The color red means the concurrency zone is at or exceeding
257 level of service standards and the proposed residential development shall not be
258 given a certificate.

259 D. ~~((When making the concurrency determination for a proposed~~
260 ~~residential development in a monitored zone, the department may approve~~
261 ~~applications for concurrency certificates in whole or in part up to the number of~~
262 ~~vehicle trips estimated to be remaining in the zone.))~~ Monitored zones are yellow
263 on the concurrency map. A table, Attachment B to this ordinance, shows the
264 estimated number of vehicle trips that can be accommodated in each monitored
265 zone. The department shall monitor the residential certificates of concurrency
266 issued in each monitored zone. The department may approve applications for
267 concurrency certificates, in whole or in part, up to the number of vehicle trips
268 estimated for a zone as indicated in the table. The number of remaining trips in
269 the table shall be reduced by the number of peak hour trips represented in each
270 residential concurrency certificate issued in a monitored zone. When a monitored
271 zone reaches its estimated capacity for vehicle trips, the department shall hold all
272 residential applications in that zone until the council adopts a new concurrency
273 map. If a new adopted concurrency map indicates that more trips can be
274 accommodated in the zone, the department shall process those residential
275 applications that were put on hold, in the order received, until the estimated
276 vehicle trip capacity is once again reached, at which point the department shall
277 hold all residential applications in that zone as provided in this subsection. If the
278 new concurrency map indicates that the monitored zone is out of compliance for
279 adopted TAM or travel time level of service standards then residential
280 applications that were put on hold shall be denied.

281 E. When conducting the concurrency test for a proposed nonresidential
282 development, the department shall conduct a site specific analysis using the
283 department's traffic model. The department shall use standard trip generation
284 rates published by the Institute of Transportation Engineers or other documented
285 information and surveys approved by the department. The department may
286 approve a reduction in generated vehicle trips based on additional information
287 supplied by the applicant. The calculation of vehicle trip reductions shall be
288 based upon recognized technical information and analytical process that represent
289 current engineering practice. The department shall have final approval of such
290 data, information and technical procedures as are used to calculate vehicle trip
291 reductions.

292 F. If the concurrency test is passed, the applicant shall receive a certificate
293 of concurrency. If the concurrency test for a nonresidential project is passed only
294 under certain conditions of road improvements or project size, then the applicant
295 shall receive a conditional certificate of concurrency on which the specific
296 conditions are stated.

297 G. If the concurrency test for nonresidential development is not passed,
298 the applicant shall select one of the following options:

299 1. Request in writing a ninety-day period in which the applicant can
300 meet with the department to review the concurrency analysis and possible
301 mitigation measures. The applicant may also provide additional information to
302 the department in support of the application. The ninety-day period must be

303 requested no later than ten days after the applicant's receipt of the notification of
304 denial;

305 2. Appeal the denial of the application for a certificate of concurrency, in
306 accordance with K.C.C. 14.70.260. Acceptance of the ninety-day period shall not
307 impair the applicant's future right to a formal appeal at a later time. An appeal
308 must be filed with the department no later than ten days after the expiration of the
309 ninety-day period; or

310 3. Accept the denial of an application for a certificate of concurrency.

311 SECTION 4. Ordinance 14050, Section 13, as amended, and K.C.C.

312 14.70.260 are each hereby amended to read as follows:

313 Appeals.

314 A. Any issues relating to the adequacy of the traffic model or to the
315 accuracy of the concurrency map shall be raised to the county council during the
316 annual council adoption of the concurrency map.

317 B. There is no administrative appeal of the department's final decision of
318 residential concurrency denial or approval.

319 ~~((B-))~~ C. Appeals of the department's final decisions relative to
320 nonresidential concurrency denial shall be filed by the applicant with the director
321 or the director's designee. The appeals shall be in written form, stating the
322 grounds for the appeal, and shall be filed within ten calendar days after receipt of
323 notification of the department's final decision in the matter being appealed or if a
324 ninety-day period was requested under K.C.C. 14.70.230.G.1 within ten days after
325 the expiration of the ninety-day period.

326 ~~((C-))~~ D. Challenges to nonresidential concurrency approvals may be
327 raised as part of the review process for the development application for which the
328 certificate of concurrency was issued.

329 ~~((D-))~~ E. For appeals of nonresidential concurrency denial or approval, the
330 appellant must show that:

331 1. The department committed a technical error, which means an error in
332 arithmetic, table and map lookup and a similar clerical function;

333 2. Alternative data or a traffic mitigation plan submitted to the
334 department was inadequately considered;

335 3. Conditions required by the department for concurrency are not related
336 to the concurrency requirement; or

337 4. The action of the department was arbitrary and capricious as defined
338 in Washington law.

339 ~~((E.))~~ F. The standard of review for nonresidential appeals when
340 considering whether a technical error was committed shall be compelling
341 evidence that the department made an error in arithmetic, table references or other
342 such mechanical or clerical error. Appeals based upon technical error shall not
343 call into question the underlying traffic model or its inputs.

344 ~~((F.))~~ G. For nonresidential appeals on grounds other than technical error,
345 the department's dependence on its professional judgment and experience shall be
346 given due deference by the hearing examiner.

347 ~~((G. Any issues relating to the adequacy of the traffic model shall be
348 raised to the county council during the annual council adoption of the concurrency
349 map.))~~

350 SECTION 5. Ordinance 14050, Section 14, as amended, and
351 K.C.C.14.70.270 are each hereby amended to read as follows:

352 **Update and use of the traffic model.**

353 A. The traffic model for concurrency shall be updated annually as part of
354 the budget process or when authorized by the county council by ordinance. The
355 update process shall include the most recently adopted roads CIP, updated traffic
356 volumes, and updated information regarding issuance of concurrency certificates,
357 development approvals and development activity. The traffic model shall

358 conform to the guidelines and procedures described by the Federal Highway
359 Administration in its publication entitled Calibration and Adjustment of System
360 Planning Models dated December 1990 or its successor. Each update of the
361 traffic model shall be used to produce a new concurrency map and table of
362 estimated vehicle trips for monitored zones. The concurrency map and table of
363 estimated vehicle trips for monitored zones shall be submitted to council for its
364 approval. The updates of the traffic model shall be deemed adequate for the
365 purposes of concurrency analysis and the concurrency map shall be used to
366 determine the concurrency of proposed residential development projects. The
367 traffic model shall be used to prepare the concurrency map and to perform site
368 specific analysis for nonresidential projects.

369 B. The concurrency map is a result of the values inputted in to the traffic
370 model, as described in subsection A of this section. The concurrency map
371 indicates if a concurrency zone does or does not comply with adopted TAM and
372 ~~((critical segment))~~ travel time level of service standards. Any changes to the
373 concurrency status of a zone or zones on the concurrency map other than those
374 resulting from the model update process may only be accomplished by the council
375 changing any combination of the adopted TAM or ~~((critical segment))~~ travel time
376 standards, or the list of funded projects in the most recently adopted CIP.

377 SECTION 6. Ordinance 14050, Section 15, as amended, and K.C.C.
378 14.70.280 are each hereby amended to read as follows:

379 **Exemptions – monitoring effect of exemptions.**

380 A. The following applications for development approval are exempt from
381 the concurrency test, and may commence development without a certificate of
382 concurrency:

383 1. ~~((Development that is vested before January 8, 1995, is exempt for the~~
384 ~~development approval for which vested status was achieved;~~

385 ~~2.)) Short subdivisions within the urban growth area;~~

386 ~~((3.)) 2. ((Building permits for s))~~Single-family structures on
387 undeveloped lots;

388 ~~((4. Renewals of previously issued, unexpired development approvals;~~

389 ~~5. The construction or location of any))~~ 3. Any multifamily residential
390 structure ((of)) or structures totaling eight dwelling units or less within the urban
391 growth area;

392 ~~((6. The construction of a barn, loafing shed, farm equipment storage~~
393 ~~building, produce storage or packing structure, or similar agricultural structure,~~
394 ~~covering up to thirty thousand square feet;~~

395 ~~((7.)) 4. The construction of a structure for a nonresidential use~~
396 ~~generating no more than twelve peak-period trips;~~

397 ~~((8. Expansions or phases of projects that were disclosed by the~~
398 ~~applicant and subject to a concurrency test as part of the original application (for~~
399 ~~example, phased development), if a certificate of concurrency was issued for the~~
400 ~~expansion or subsequent phase;~~

401 9-)) 5. Any development that ~~((will have no transportation impact and~~
402 ~~that))~~ will not ~~((change))~~ increase the traffic volumes ~~((and flow patterns))~~ in the
403 peak period~~((, as determined by the director))~~;
404 ~~((10-))~~ 6. Any public elementary, middle or junior high school facilities,
405 including new facilities and any renovation, expansion, modernization or
406 reconstruction of existing facilities and the addition of relocatable facilities;
407 ~~((11-))~~ 7. Any new public senior high school inside the urban boundary,
408 and any modification to an existing public senior high school regardless of
409 location, including any renovation, expansion, modernization or reconstruction of
410 existing facilities and the addition of relocatable facilities, provided that the
411 school prepare and implement a transportation demand management plan. New
412 public high schools outside the urban boundary are not exempt from the
413 provisions of this ordinance. The high school transportation demand management
414 plan shall be submitted to and approved by the director of the department or the
415 director's designee before the issuance of the building permit. The high school
416 demand management plan shall pertain to the entire school and shall specify
417 measures to be implemented to reduce single occupant vehicle travel by students,
418 faculty and staff. The plan shall further specify how the school district and
419 department of transportation will cooperate in monitoring the implementation of
420 such measures and make adjustments as needed to achieve reduction goals. A
421 high school may voluntarily choose to prepare and implement a transportation
422 demand management plan for any expansion of an existing public high school
423 facility that would not generate new trips during the peak period; and

424 ((12.)) 8. Parks, as defined in K.C.C. 21A.06.835, public agency or utility
425 office in the urban area, as defined in K.C.C. 21A.06.930, and public agency or
426 utility yard in the urban area, as defined in K.C.C.21A.06.935.

427 B. The following applications for development approval are exempt from
428 the ((critical segment)) travel time standard, and may receive a certificate of
429 concurrency through passage of the TAM standard only: private elementary,
430 middle or junior high schools. This exemption from the ((critical segment)) travel
431 time standard shall only apply to the redevelopment of a site with an existing
432 nonresidential use, and the TAM analysis shall include credit for the trips
433 associated with the existing nonresidential use. To qualify for such an exemption
434 from the ((critical segment)) travel time standard a school must prepare and
435 implement a transportation demand management plan. The school transportation
436 demand management plan shall be submitted to and approved by the director of
437 the department or the director's designee before the issuance of the building
438 permit. The school demand management plan shall pertain to the entire school
439 and shall specify measures to be implemented to reduce single occupant vehicle
440 travel by students, faculty and staff. The plan shall further specify how the school
441 and department of transportation will cooperate in monitoring the implementation
442 of such measures and make adjustments as needed to achieve reduction goals.

443 C. To monitor the cumulative effect of exempt development approvals on
444 the level of service of transportation facilities, the department shall add the
445 impacts of exempt development approvals to the traffic model and all other
446 relevant concurrency monitoring records.

447 SECTION 7. Ordinance 14050, Section 16, and K.C.C. 14.70.290 are
448 each hereby amended to read as follows:

449 **Intergovernmental coordination.**

450 A. The county may enter into agreements and continue existing
451 agreements with other local governments and the state of Washington to
452 coordinate concurrency standards, impact fees and other mitigation.

453 B. The county may apply concurrency standards, fees and mitigation to
454 development in the county that impacts transportation facilities in other local
455 governments and the state of Washington. Development approvals by the county
456 may include conditions and mitigation that will be imposed on behalf of, and
457 implemented by other local governments and the state of Washington.

458 C. The county may receive impact fees or other mitigation based on or as
459 a result of development proposed in other jurisdictions that impacts the county.
460 The county may agree to accept and implement conditions and mitigation that are
461 imposed by other jurisdictions on development in their jurisdictions.

462 D. The county shall not require fees or mitigation for transportation
463 facilities of other agencies unless an agreement has been executed between the
464 county and the affected agency. ~~((The agreement shall specify the fee schedule~~
465 ~~and level of service standards to be used by the county and the affected agency,~~
466 ~~which standards shall be consistent with the county's Comprehensive Plan and, if~~
467 ~~different than the standards adopted under this title, shall be adopted by~~
468 ~~ordinance.))~~

469 SECTION 8. Ordinance 14580, Section 8, and K.C.C. 14.70.295,
470 Attachment A to Ordinance 14580, Transportation Concurrency Level of Service
471 Standards Status map, dated January 10, 2003, and Attachment B to Ordinance
472 14580, Estimated Vehicle Trips for Monitored Zones table, are each hereby
473 repealed.